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One of the old darkies came to pay his last respects. "Miss Mae," he

said, "dis surely is fine, all dese here

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ROADS AS CROP PRODUCERS

Government Studies Show How the Agricultural Output of Country Depends Upon Its Highways.

That an improved road will increase vastly the productiveness of the area through which it runs has now been satisfactorily demonstrated by studies conducted by the United States department of agricultural in Virginia. Conditions in Spotsylvania county were investigated with particular care and the results have proved suprising. In 1909, the county voted \$100,000 to improve 40 miles of road. Two years after the completion of this work the railroad took away in 12 months from Fredericksburg, the county seat, 71,000 tons of agricultural and forest products hauled over the highways of that town.

Before the improvement of the roads this total was only 49,000 tons annually; in other words, the quantity of the county's produce had risen more than 45 per cent. Still more interesting, however, is the increase shown in the quantity of the dairy products. In 1909 these amounted to 114,815 pounds, in 1911 to 273,028 pounds, an increase of practically 140 per cent in two years. In the same time shipments of wheat had increased 59 per cent, tobacco 31 per cent, and lumber and other forest products 48

In addition to this increase in quantity the cost of hauling each ton of produce was materially reduced. In other words, the farmers not only produced more, but produces more cheaply, for the cost of transportation to market is of course an important factor in the cost of production. From this point of view, it is estimated that the \$100,000 spent in improving the road in Spotsylvania county saved the farmers of that county \$41,000 a year.

Fine Bath Rooms. Four In the past two years the traffic studies of the federal experts show that approximately an average of 65, FRANK BOYD, PROPR. 000 tons of outgoing products were hauled over the improved roads in the county an average distance of Dr. R. F. McDaniel eight miles, or a total or so, were improved it was estimated that the average cost of hauling was 20 cents a Practice Limited to Disease of 'ton-mile;" after the improvement this fell to 12 cents a "ton-mile," or a sav-EYE, EAR, NOSE AND THROAT. ing of eight cents. A saving of eight cents per mile on 520,000 "ton-miles"

is \$41,000 a year. Because this saving, in cases of this character, does not take the form of cash put directly into the farmer's pocket, there is a widespread tendency to believe that it is fictitious profit, while as a matter of fact it is just as real a source of profit as an increase in the price of wheat.

In Dinwiddie county, Virginia, for example, where peanuts are one of the staple crops, the average load for two mules on a main road was about a thousand pounds before the road was improved. After its improvement the average load was found to be 2,000 pounds, and the time consumed in hauling the larger load to market was much reduced.

#### IDEAS ON ROAD IMPROVEMENT

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Harton, and J. H. Reese, Prompt and efficient service, Phone 861.

H. L. Harton, 1134,

NIGHT J. H. Reese, 978.

PHONES (Leslie P'Pool, 481. Sanity has overtaken the advoates of better rural highways. In the old days the good road advocate dreamed of nothing less than macadam, and his visionings ran often to brick-paved paths and concrete country lanes. All the rural world rolled smoothly by over traffic ways that would cost anywhere from \$5,000 to \$15,000 per mile. That was before the farmer had really entered into the movement and before the small town said the silver-tongued orator, "a man merchant, the rural banker, and the who is free from corrupt alliances and county seat cities had begun to think intrigues; a man who has led a life of about good roads in terms of dollars dignified seclusion; a man who-"That's all right," interrupted the im- and cents. Twenty years of agitation has brought us face to face with the patient listener. "We all know your fact that the taxpayer does not want man doesn't know anything about politics, or he wouldn't be in your speedways, joy-rider trails or roads for pleasure traffic, says St. Louis Republic. The man on the farm wants a good firm, well drained highway that he can use at any and all seasons of the year, and he does not want to be bankrupted or driven to the poor house in getting it.

Laying Pullets.

Pullets very often are slow at starting to lay owing to becoming too fat. In growing pullets there should be more nitrogenous and less carbonaceous food given them.

Importance of Movement Of the 2,000,000 miles of public roads in the United States only about two hundred thousand miles have been given a hard surface. This shows the importance of the good roads movement.

Poor Highways.

Poor highways lessen the profit of labor, increase the cost of living, burden the enterprise of the people, dull



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